

believe we have to focus, as we look at transportation security, on ensuring that our thousands and thousands of rail passengers are safe.

I am grateful Amtrak has come forward with a specific plan to address the needs of those passengers. We need, for example, more police officers on our trains, more canine units to inspect the trains, more power and switch upgrades to ensure they absolutely run without any delay or disruption.

In New York, we have immediate safety concerns which demand we act now, not later—hopefully in time to make sure we are always moving—and, if there is any natural or other disaster, that we keep our people moving.

I want to bring to the attention of my colleagues some specific safety concerns. Anyone who has ever been on a train in or out of New York knows, I assume, that there are four tunnels under the East River and two tunnels under the Hudson River that serve as vital links between New York City and the surrounding area and the rest of America.

These tunnels were built in 1910, and now almost a century later they have not undergone any serious security upgrade. Under today's regulations, the tunnels would never be allowed to be constructed in the same shape in which they currently exist.

Penn Station in New York City is the busiest railroad station in the United States. More than 500,000 passengers, from all parts of our Nation, on more than 750 trains pass through Penn Station each day. As many as 300,000 commuters pass through the East River tunnels on the Long Island Railroad trains each day. So these tunnels are essential to our national railroad network and to the moving of people who commute every day in and out of New York City. The tunnels are so essential that we must turn our attention to ensuring they are safe for the hundreds of thousands of people who use them every single day.

If for some reason a train were to become incapacitated in one of our tunnels, the only means of escape would be through one of two antiquated spiral staircases on either side of the river or by walking in the dark almost 2 miles out of the tunnels. These are also the only routes by which firefighters and other emergency workers can get into the tunnels.

I have a picture, and it shows a narrow 10-flight spiral staircase which serves as the evacuation route for passengers as well as the means for rescue workers to enter the tunnels. I can barely even imagine what the situation would be like under the ground, under the rivers, if some kind of disaster were to occur, with passengers and crew trying to move up this narrow spiral staircase and rescue workers trying to move down; or, in the alternative, people being, in some instances, carried or trying to get out on their own going 2 miles in whatever conditions existed at the time.

I bring this to the attention of my colleagues because I think it is imperative, as we look at transportation security, that we do not turn our backs on the hundreds of thousands of people every single day who use our railroads. I fully support adding air marshals on our flights. I support federalizing the inspection that passengers and cargo and luggage must go through, and I support doing everything we humanly can think of that will guarantee to the American public we are doing all that can be imagined to make our airlines safe.

I also want to be able to stand in front of the people in my State who rely on these trains to get to and from work, who rely on these trains to commute, who travel out of New York City, and people all over our country who similarly rely on our trains, that they also will be secure. We don't want to leave any American out of our security efforts. This is an opportunity to do right what is required, what we now know will prepare America for any future problems.

The airline security bill, which I hope we will be considering soon, calls for the creation of a Deputy Secretary of Transportation Security who will be responsible for the day-to-day operations of all modes of transportation. I applaud this provision. I think it is long overdue. It certainly will be a strong endorsement of the kind of broad-based security required for our millions of airline passengers, for those who use our ports, for those who come in and out of our transportation network, and for the 20 million passengers who rode Amtrak last year.

Over a week ago—it is hard to keep track of time in the last weeks—40 of our colleagues took the train to New York City. I am so grateful. For some, it was the first time they had been on the train. It was fun to see their surprise and enjoyment provided by the ride to and from New York City. They were, in a sense, following in the footsteps of the hundreds of thousands of people who either have used trains out of necessity or out of choice for years or who were forced to use trains in the wake of September 11. And, thank goodness, the trains were there.

I cannot even begin to calculate the economic and psychological costs we would have suffered had we been totally shut off. We could not have moved people as easily as we did if Amtrak had not responded as well as it did in putting on additional equipment and personnel.

I hope my colleagues will remember this picture of this spiral staircase. I hope they will think about everyone they have ever known who perhaps has been a passenger, as I have been many times on these trains, through these tunnels. I hope they will join in the commitment we must make to every single American that we will guarantee the highest possible level of security for all transportation. It is the least we can do. I look forward to working with my colleagues to make sure it happens.

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. Before the Senator leaves the Chamber, I appreciate the invitation from her and Senator SCHUMER to travel to New York. Having traveled on the train on a number of occasions, I have always enjoyed it. That day it was not a time of enjoyment but a time for learning. It is a trip I will never forget. We have seen and understand a little bit better the devastation, the hardship, and the sorrow of the people of New York.

I express publicly my appreciation and the appreciation of the people of Nevada for the great work the Senator has done representing the State of New York in these events following September 11. What a pleasure it is to serve with her in the Senate.

EXTENSION OF MORNING BUSINESS

Mr. REID. I ask unanimous consent that the Senate stand in a period of morning business until 4 o'clock today, with Senators allowed to speak for up to 10 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

The Senator from Wyoming.

AVIATION SECURITY

Mr. THOMAS. Mr. President, I will talk about where we are with regard to aviation security. I appreciate very much the comments of the Senator from New York and her information about railroad security. I certainly agree with her that we have to look at all our transportation systems and, indeed, we have an opportunity to look at it all. If it is different in different parts of the country. Of course, we don't have to have Amtrak trains in Wyoming. Nevertheless, I fully understand the importance of railroads.

I raise the question of how we complete the work before the Senate. Hopefully we will have back this afternoon a bill to improve aviation security. It is called the Aviation Security Act, and it has been developed for that very purpose. It has to do with the Deputy Administrator for Aviation Security. It has to do with the Aviation Security Coordinating Council. It has to do with training and improving flight deck integrity.

This bill is an aviation bill. We have a number of things on which we have not quite yet come together on this bill, but I think our challenge is to pass this bill. I don't think there is anyone who would argue on the point of the Senator from New York that we need to do that and we need to get to railroads, but I guess there is a question as to whether those issues will hold up doing what we want to do with regard to aviation. That is the question before the Senate. Hopefully, it will be resolved shortly so we can move forward.

Obviously, there are unique aspects to airlines and airports. There needs to

be changes made in their operation. And there have been. We have already made a great deal of progress in terms of security. There is a great deal more to make. I hope that not only this issue but other issues that have been suggested become a part of this air security bill could be handled on a free standing bill so we move this bill as soon as it is possible to do that.

We have before the Senate that challenge. There is no question about the safety aspect of other modes. We have not come together on this one yet. There is a difference of view as to the proper agency to do this work, whether it ought to be a law enforcement agency, whether it ought to be the FAA. There are fairly strong feelings about that. But that has not been resolved.

There are questions as to staffing and what supervision and criteria will be required in order to have people who are, indeed, qualified to do the kind of work that is necessary to be done, and whether or not these persons ought to be supervised by a law enforcement agency of the Federal Government, which I happen to think is probably the better way to do it, and do some contracting so we can move more quickly.

We do have questions and problems. We are talking about that now. I am hopeful we can settle a couple of those disputes. One is the idea of bringing in other issues into this bill through amendments and changes that would then require the same kind of consideration, or whether we can move this package, designed for airline security and aircraft safety, and turn to the others that are equally as important. Which is the better way?

There are other fairly unrelated issues having to do with health care, unemployment compensation, all of which are very important, but they are not part of this issue and not part of the considerations.

I am hopeful we can deal with these issues as they come forward. We are slowed by the idea of bringing more and more issues into the same base bill when it is designed to be specifically oriented toward airline safety. I suggest we move with this bill and come in as soon as possible with the other issues that are equally important, but we not hold this waiting to try to make other proposals fit into this bill.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. CARPER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. DAYTON). Without objection, it is so ordered.

RAIL SERVICE SECURITY

Mr. CARPER. Mr. President, I rise today during this period of time when we are discussing the need for additional security for airports and air-

liners to again voice my strong support for the measures included in the legislation that is soon to be before us.

Having said that, I also observe that this country has shown it is pretty good at fighting the last war in preparing to fight the next war. Those of us who are students of the history of World War I know that World War II was a lot different from World War I, and we only have to think of the Maginot Line to know how different it was. Korea was different from World War II; Vietnam was different from Korea; the Persian Gulf was different from Vietnam.

We are now struggling in this war against terrorism to make sure the kinds of tragedies that occurred on September 11 do not occur again, and we should do that. If we look back at the history of the last several years with respect to terrorism, we had the bombing of the World Trade Center in 1993, the bombing of two U.S. embassies in East Africa in 1998, the bombing of the U.S.S. *Cole* last year as it was at anchor, and now the use of our own aircraft as guided missiles to be used against the Pentagon and the World Trade Center.

Now as we prepare this fight against terrorism to fight the last war, to make sure no other hijacked aircraft can be flown into other targets, we need to remember there is a different element to this war, a different front to this war, and it is not just airplanes; it is not just airlines; it is not just airports.

As the Presiding Officer knows, I travel to my State of Delaware most mornings and nights on the train. We are mindful of trains in our State. We do not have a commercial airport. We use Philadelphia or BWI for most of our commercial flights. A lot of people take the train. It is not just in Delaware. It is a lot of folks up and down the Northeast corridor; indeed, a lot of people around the country.

During a given day, we have people who get on the trains in my State and some head south toward Washington and others head North toward New York City where they work or go for business or pleasure.

In order to get into New York City, a train has to go through tunnels. There is a network of tunnels underneath New York City, underneath the waterways. Some of those tunnels are used by Amtrak, some are used by New Jersey Transit, some by the Long Island Railroad. Amtrak is a minority user of those tunnels.

All told, I understand between 300,000 and 400,000 people a day ride trains, whether they are intercity passenger rail trains of Amtrak or commuter rails, transit trains—between 300,000 to 400,000 people a day go through those tunnels into New York City.

Those tunnels were built during the Great Depression, between World War I and World War II. We have tunnels that are even older than that around Baltimore and indeed right here in our Na-

tion's Capital, some of which go back to the administration, not of FDR, but of President Grant.

I would like to stand before you and say each of those tunnels through which trains pass carrying hundreds of thousands of people every day is not a target for terrorists, but if they were, they are tunnels that are well ventilated, well lit, there are adequate provisions to detect those who might want to do damage to the tunnels or to people who use the trains. Unfortunately, that is not the case. The tunnels are not well ventilated. They are not well lit. They are not tunnels with good surveillance that would enable security officers to detect the movements of suspicious persons or materiel.

As we prepare to fight the last war that grew out of the tragedies of September 11, I hope we will not forget those hundreds of thousands of people who are in those tunnels every day going in and out of New York City. I hope we will not forget the thousands of people who are in those tunnels every day beneath this city and beneath Baltimore.

I am told, as far as passenger capacity aboard airplanes is concerned, there are about 150 people who can be seated aboard a 727 jetliner. The new Acela Express trains carry over 200 people. I am told the seating capacity aboard a 737 is roughly 150 people. The Metroliners that go up and down the Northeast corridor carry 225 people. A 747 aircraft can seat maybe 400 people. A conventional train, the Acela regional trains that go up and down the Northeast corridor, can seat up to 500 people. And a new 767 airliner can carry as many as 500 people. The Auto Train that goes from Lorton, VA, to Sanford, FL, near Disney World, carries 500 people and some 600 cars.

My hope and my fervent prayer is that nothing ever happens to any of those people on any of the airliners again or any of the trains I talked about or the other commuter trains that work their way through the Northeast corridor and the cities around the country. I hope that is the case.

That may not be the case. As we prepare to fight this next war, we need to keep in mind the Achilles heel with respect to security of passenger rail.

A package has been put together addressing some of our biggest concerns for the safety of folks who are using trains. I will tell my colleagues one of the reasons I think this is important.

Think back to what happened on September 11. One of the first things that happened was the airplanes that were ready to take off did not take off, and those in the air were ordered to land. As that happened, in the Northeast corridor Amtrak kept working.

The first trains heading north from here pull out at 3:30 a.m. The first trains coming out of New York City heading south pull out at 3:30 a.m. As aircraft were downed across the country, Amtrak was running and carrying